

## Union Calendar No.

113TH CONGRESS  
1ST SESSION

# H. R. 1848

[Report No. 113-]

To ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes.

---

### IN THE HOUSE OF REPRESENTATIVES

MAY 7, 2013

Mr. POMPEO (for himself, Mr. LIPINSKI, Mr. GRAVES of Missouri, Mr. NOLAN, and Mr. ROKITA) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

JULY --, 2013

Reported with an amendment, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed

[Strike out all after the enacting clause and insert the part printed in italics]

[For text of introduced bill, see copy of bill as introduced on May 7, 2013]

# **A BILL**

To ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes.

1        *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4        *This Act may be cited as the “Small Airplane Revital-*  
5 *ization Act of 2013”.*

6 **SEC. 2. FINDINGS.**

7        *Congress finds the following:*

8            (1) *A healthy small aircraft industry is integral*  
9 *to economic growth and to maintaining an effective*  
10 *transportation infrastructure for communities and*  
11 *nations around the world.*

12            (2) *Small aircraft comprise nearly 90 percent of*  
13 *FAA type certified general aviation aircraft.*

14            (3) *General aviation provides for the cultivation*  
15 *of a workforce of engineers, manufacturing and main-*  
16 *tenance professionals, and pilots, who secure the Na-*  
17 *tion’s economic success and defense.*

18            (4) *General aviation contributes to well-paying*  
19 *manufacturing and technology jobs in the United*  
20 *States, and these products are exported in great num-*  
21 *bers, providing a positive trade balance.*

22            (5) *Technology developed and proven in general*  
23 *aviation aids in the success and safety of all sectors*  
24 *of aviation and scientific competence.*

1           (6) *The average small airplane in the United*  
2           *States is now 40 years old and the regulatory barriers*  
3           *to bringing new designs to market are resulting in a*  
4           *lack of innovation and investment in small airplane*  
5           *design.*

6           (7) *Over the past decade, the United States has*  
7           *typically lost 10,000 active private pilots per year,*  
8           *partially due to a lack of cost-effective, new small air-*  
9           *planes.*

10          (8) *General aviation safety can be improved by*  
11          *modernizing and revamping the regulations for this*  
12          *sector to clear the path for technology adoption and*  
13          *cost-effective means to retrofit the existing fleet with*  
14          *new safety technologies.*

15       **SEC. 3. FAA SAFETY AND REGULATORY IMPROVEMENTS**  
16                               **FOR GENERAL AVIATION.**

17          (a) *ESTABLISHMENT OF FAA SAFETY AND REGU-*  
18          *LATORY IMPROVEMENTS FOR GENERAL AVIATION.—The*  
19          *Administrator shall advance the safety and continued devel-*  
20          *opment of small airplanes by reorganizing the certification*  
21          *requirements applicable to small airplanes to streamline the*  
22          *approval of safety advancements.*

23          (b) *REGULATIONS.—The Administrator shall issue a*  
24          *final rule based on the FAA's Part 23 Reorganization Avia-*  
25          *tion Rulemaking Committee (established in August 2011)*

1 *by December 31, 2015. The final rule shall meet the fol-*  
2 *lowing objectives of the Part 23 Committee:*

3 *(1) Create a regulatory regime for small air-*  
4 *planes that will improve safety and decrease certifi-*  
5 *cation costs.*

6 *(2) Set broad, outcome-driven safety objectives*  
7 *that will spur innovation and technology adoption.*

8 *(3) Replace current, prescriptive requirements*  
9 *contained in FAA rules with performance-based regu-*  
10 *lations.*

11 *(4) Use FAA-accepted consensus standards to*  
12 *clarify how the part 23 safety objectives may be met*  
13 *by specific designs and technologies.*

14 *(c) CONSENSUS-BASED STANDARDS.—The Adminis-*  
15 *trator shall use acceptable consensus-based standards when-*  
16 *ever possible in the spirit of the National Technology Trans-*  
17 *fer and Advancement Act of 1996 (15 U.S.C. 3701 note),*  
18 *while continuing traditional methods for meeting part 23.*

19 *(d) SAFETY COOPERATION.—The Administrator shall*  
20 *lead the effort to improve general aviation safety by work-*  
21 *ing with leading aviation regulators to assist them in*  
22 *adopting a complementary regulatory approach for small*  
23 *airplanes.*

24 **SEC. 4. DEFINITIONS.**

25 *In this Act, the following definitions apply:*

1           (1) *ADMINISTRATOR.*—*The term “Adminis-*  
2           *trator” means the Administrator of the Federal Avia-*  
3           *tion Administration.*

4           (2) *CONSENSUS STANDARDS.*—*The term “con-*  
5           *sensus standards” means standards developed by vol-*  
6           *untary organizations which plan, develop, establish,*  
7           *or coordinate voluntary standards using agreed-upon*  
8           *procedures, both domestic and international. These*  
9           *standards include provisions requiring that owners of*  
10           *relevant intellectual property agree to make that in-*  
11           *tellectual property available on a nondiscriminatory,*  
12           *royalty-free or reasonable-royalty basis to all inter-*  
13           *ested parties. These bodies have the attributes of open-*  
14           *ness, balance of interest, due process, an appeals proc-*  
15           *ess, and consensus.*

16           (3) *FAA.*—*The term “FAA” means the Federal*  
17           *Aviation Administration.*

18           (4) *GENERAL AVIATION.*—*The term “general*  
19           *aviation” means all aviation activities other than*  
20           *scheduled commercial airline operations and military*  
21           *aviation.*

22           (5) *PART 23.*—*The term “part 23” means part*  
23           *23 of title 14, Code of Federal Regulations.*

24           (6) *SMALL AIRPLANE.*—*The term “small air-*  
25           *plane” means FAA type certificated airplanes that*

- 1 *meet the parameters of part 23 of title 14, Code of*
- 2 *Federal Regulations.*